

The Hongkong Telegraph.

No. 72.

TUESDAY, APRIL 18, 1882.

FIVE DOLLARS
PER QUARTER.

Insurances.

NOTICE.

THE MAN ON INSURANCE COMPANY,
LIMITED.

(CAPITAL SUBSCRIBED.....\$1,000,000.)

The above Company is prepared to accept
MARINE RISKS at CURRENT RATES on Goods,
&c. Policies granted to all Parts of the world
payable at any of its Agencies.

WOO LIN YUEN,
Secretary.

HEAD OFFICE,

No. 2, QUEEN'S ROAD WEST,
Hongkong, 1st February, 1882. [81]

LE CERCLE TRANSPORTS.
SOCIÉTÉ ANONYME D'ASSURANCE
MARITIME MARSEILLE.

CAPITAL SUBSCRIBED.....15,000,000 Francs.
CAPITAL PAID-UP.....3,750,000 Francs.

The Undersigned, having been appointed
AGENTS of the above Company, are prepared to
GRANT POLICIES on MARINE RISKS to all
parts of the World.

ARNHOLD, KARBURG & Co.
Hongkong, 15th June, 1881. [4]

THE CITY OF LONDON FIRE INSURANCE
COMPANY, LIMITED.

CAPITAL £2,000,000; PAID-UP.....£500,000.
PAID UP RESERVE FUND.....£50,000.

The Undersigned, having been appointed
Agents for the above Company, are prepared to
ACCEPT RISKS against FIRE at Current Rates.

GEO. R. STEVENS & Co.
Hongkong, 14th March, 1882. [165]

THE SOUTH BRITISH FIRE AND
MARINE INSURANCE COMPANY
OF NEW ZEALAND.

CAPITAL £1,000,000 (One Million Sterling).
UNLIMITED LIABILITY OF SHAREHOLDERS.

The Undersigned, having been appointed
Agents for the above Company, are prepared to
ACCEPT FIRE and MARINE RISKS at Current
Rates, allowing usual discounts.

GEO. R. STEVENS & Co.
Hongkong, 14th March, 1882. [164]

YANGTSE INSURANCE
ASSOCIATION.

CAPITAL (Fully Paid-up).....Tls. 420,000.00
PERMANENT RESERVE.....Tls. 230,000.00
SPECIAL RESERVE FUND.....Tls. 288,936.17

TOTAL CAPITAL and
ACCUMULATIONS, 2nd
April, 1881.....Tls. 938,936.17

DIRECTORS.
F. B. FORBES, Esq., Chairman.
M. W. BOYD, Esq., Wm. MEYERINK, Esq.,
J. H. PINKOVSS, Esq., F. D. HITCH, Esq.

HEAD OFFICE—SHANGHAI.
Messrs. RUSSELL & Co., Secretaries.

LONDON BRANCH.
Messrs. BARKING BROTHERS & Co.
Bankers.

RICHARD BLACKWELL, Esq., Agent,
68 and 69, Cornhill, E.C.

POLICES granted on MARINE RISKS to all
parts of the World.

Subject to a charge of 12 per cent. for Interest
on shareholders' Capital, all the PROFITS of the
UNDERWRITING BUSINESS are annually dis-
tributed among all Contributors of Business in
proportion to the premia paid by them.

RUSSELL & Co.,
Agents.

Hongkong, 23rd January, 1882. [53]

To be Let.

TO LET.

OFFICES IN NO. 13, QUEEN'S ROAD
CENTRAL. ALSO,
No. 4, SEYMOUR TERRACE.
No. 9, SEYMOUR TERRACE.
Apply to

DAVID SASSOON, SONS & Co.
Hongkong, 25th March, 1882. [74]

TO LET.

THE SIX FOUR-STORYED SUBSTANTIAL
DWELLING HOUSES now in course of
erection at the bottom of Old Bailey-street in
Hollywood Road, on the site of the Premises
formerly occupied by Messrs. T. ALGAR & Co.,
House Agents, &c.

These Desirable Premises will be completed in
about four months, and the Undersigned is pre-
pared to make any changes or alterations in the
construction or internal arrangements of the
buildings to suit tenants desirous of taking one or
all of the Houses on lease.

These Houses will be found specially adapted
for Parsee Merchants, being situated in the centre
of the Pargoe district of the city, and having
convenient and suitable Godowns underneath
for the storage of Opium and other Merchandise.

For Full Particulars, apply to

FRED. RICKARDS,
United Club, Staunton-street,
(Opposite Union Church). [243]

HONGKONG TIMBER YARD,
WANCHAI.

OREGON PINE SPARS AND LUMBER
ALWAYS ON HAND.

L. MALLORY,
Proprietor.
Hongkong, 24th June, 1881. [11]

FOR SALE.

AUSTRALIAN WINES, PORT & SHERRY,
of the finest quality, from Coolatta Vine-
yard, Brantton, Hunter River, N.S.W.

Apply to
R. FRASER-SMITH,
No. 6, Peddar's Hill.

For Sale.

H. FOURNIER & CO.

HAVE FOR SALE, JUST RECEIVED, EX
FRENCH MAIL STEAMER
A SPLENDID ASSORTMENT OF
FANCY GOODS.

H. FOURNIER AND COMPANY
HAVE JUST RECEIVED
FANCY PLAYING CARDS,
CRACKERS, BONBONS (Assorted),
CHOCOLATE CREAM.

CHOCOLATE MENTHOL.

H. FOURNIER & Co.,
Corner of D'Aguilar and Wellington-streets.

H. FOURNIER AND COMPANY
HAVE JUST RECEIVED
FIGS, MALAGA RAISINS,
TABLE PLUMS.

FRUITS IN JUICE (Assorted),
CONFITURES DE ST. JAMES
(in Bottles and Tins).

STIRUPS (Assorted).

HUNTLEY and PALMER'S BISCUITS,
ALMONDS and NUTS.

VANILLA, PATE DE FOIE GRAS.

H. FOURNIER & Co.,
Corner of D'Aguilar and Wellington-streets.

H. FOURNIER AND COMPANY
HAVE JUST RECEIVED
NOIX DE VEAU TRUFFEE (in Tins),
COTELETTE DE VEAU (in Tins).

VEAU ROTI, RIS DE VEAU (in Tins),
FRICANDEAU (Assorted), TRUFFES.

VEGETABLES (Assorted),
ANCHOVIES in Oil, CAVIAR.

SARDINES in Lemon Juice.

SARDINES in Tomatoes.

SARDINES in Oil.

H. FOURNIER & Co.,
Corner of D'Aguilar and Wellington-streets.

H. FOURNIER AND COMPANY
HAVE JUST RECEIVED
FRENCH and ENGLISH MUSTARD.

SAUSAGES (Assorted),
LYONS SAUSAGES.

FRENCH & SPANISH OLIVES.

FRENCH ISGNY BUTTER (in 1 and
2 lbs. Tins).

MACCARONI (Assorted) Paste for
Soups, Letters, stars, &c. TAPIOCA.

FINE-GROUND MOCHA COFFEE.

H. FOURNIER AND COMPANY
HAVE JUST RECEIVED
AN ASSORTMENT OF CHEESE.

GRUYERE, ROQUEFORT,
DUTCH, CALIFORNIA CREAM.

H. FOURNIER & Co.,
Corner of D'Aguilar and Wellington-streets.

H. FOURNIER AND COMPANY
HAVE JUST RECEIVED
FRENCH TOBACCO AND
CIGARETTES.

ASSORTED PERFUMERY
FROM PINEAU and PIVERT of PARIS.

A large quantity of
FRENCH MINERAL WATERS
in Pints of 100 bottles per Case.

CORK STOPPERS,
for Soda and other Bottles.

H. FOURNIER AND COMPANY
HAVE JUST RECEIVED
AN ASSORTMENT OF CLARETS

In Bottles and Wood.

CHATEAU LAROSE,
CHATEAU LAFFITTE.

CHATEAU MARGAUX,
ST. EMILION, MEDOC.

H. FOURNIER & Co.,
Corner of D'Aguilar and Wellington-streets.

H. FOURNIER AND COMPANY
HAVE JUST RECEIVED
AN ASSORTMENT OF WINES.

SAUTERNE, PORTO, SHERRY,
MARSALE.

H. FOURNIER & Co.,
Corner of D'Aguilar and Wellington-streets.

H. FOURNIER AND COMPANY
HAVE JUST RECEIVED
A SHIPMENT OF BRANDY.

FRENCH COGNAC and ABSINTHE.

H. FOURNIER & Co.,
Corner of D'Aguilar and Wellington-streets.

H. FOURNIER AND COMPANY
HAVE JUST RECEIVED
AN ASSORTMENT OF LIQUEURS.

CHARTREUSE (Pints and Quarts),
BENEDICTINE (Pints and Quarts)

MARASCHINO, CURACAO.

ANISETTE (Marie Brigard),
ANGOSTURA BITTERS.

BOKER'S BITTERS,
KIRSCHWASSER, PEPPERMINT.

VERMOUTH (Nolly Prati),
VERMOUTH (Turino).

H. FOURNIER & Co.,
Corner of D'Aguilar and Wellington-streets.

H. FOURNIER AND COMPANY
HAVE JUST RECEIVED
A LARGE STOCK OF FANCY SILK
UMBRELLAS.

H. FOURNIER & Co.,
Corner of D'Aguilar and Wellington-streets.

H. FOURNIER AND COMPANY
HAVE JUST RECEIVED
A VARIETY OF OTHER GOODS.

H. FOURNIER & Co.,
Corner of D'Aguilar and Wellington-streets.

HONGKONG,
22nd March, 1882. [17]

Intimations.

SAYLE & CO'S SHOWROOMS.

SAYLE & CO.

ARE NOW SHOWING NEW SPRING AND SUMMER GOODS.

EX "FLEURS CASTLE."
A splendid assortment of French and English
Pompadour Prints and Satens.
New Patterns in French Percalés.
Specialties in Damasses and Black Grenadines.
Nun's Beiges and Veilings.
Silk, Lisle Thread, & Cotton Hosiery in all sizes.
Irish Linens and Diapers.
New Millinery.
A choice selection of Flowers.
Sewing Machine by the leading manufacturers.
N.B.—A few REMNANTS and TOYS left over from the Sale still on offer at greatly
REDUCED PRICES.

VICTORIA EXCHANGE, HONGKONG.

ECA DA SILVA & CO.

HAVE JUST LANDED.

EX FRENCH MAIL STEAMER "SAGHALIEN."

A GREAT VARIETY AND FINE ASSORTMENT OF SUMMER GOODS,
COMPRISING—

Ladies Richly Trimmed Pongee Silk Costumes, Satin, Linen, and Cambric Costumes,
Ready-made Dresses, Lace and Silk Fichus, Cravats, Dressing Gowns, Fine Silk
Hose, &c., &c., &c.

Ladies Elegantly Trimmed Parisian Straw Hats and Bonnets, Children's and Babies'
Hats and Caps, in Great Variety.

Gentlemen's Parisian Straw and Panama Hats, French Felt Hats, Light Summer
Tweed in Pieces for Pants, White and Coloured Linen Drill, Pieces of Touch Cord
for Vests, Canvas Shoes, Silk Umbrellas, &c., &c.

Oriza's and Penau's Perfumery in Great Variety, Elegant 3 Sides French Mirrors,
Vienna Cigar and Cigarette Cases, Visiting Card Cases, Portmonnaies, Albums,
Needle Cases, Needles, Ladies Work Boxes.

ECA DA SILVA & Co.,
48, QUEEN'S ROAD CENTRAL.

Hongkong, April 3rd, 1882.

KELLY & WALSH'S LIST OF NEW MUSIC.

NEW DANCE MUSIC.

A Ton Bras Polka.....T. Rieffler.
Light of Love Waltz.....A. G. Crowe.
Scotch Beauties Waltz.....A. G. Crowe.
Princess Toto Galop.....K. Herzen.
Princess Toto Waltz.....K. Herzen.
Princess Toto Quadrille.....Chas. Godfrey.
Day and Night Quadrilles.....W. Williams.
Bonne Chance Polka.....C. Godfrey.

COMIC SONGS.

Blow me up an apple tree.....T. W. Barrett.
We are a merry family.....T. W. Barrett.
Oh Lor, Oh Dear.....E. Foreman.

NEW SONGS.

London Bridge.....Molloy.
The Curfew Bell.....Allis Gower.
Told in the Twilight.....J. L. Molloy.
The Birds and the Cross.....J. L. Molloy.
Shadows of the Past.....C. Marriott.
Over the Garden Wall.....G. D. Fox.

Some one to say good bye to.....D. Day.
The Angel's Call.....Max Silby.
Nell Brace.....A. Sanders.
Gipsy John.....W. Whyte Melville.
The Miller and the Maid.....Marzials.

Auctions.

PUBLIC AUCTION.

OF VALUABLE PROPERTY IN BONHAM-
STRAND AND JERVOIS-STREET.

THE Undersigned will sell by Public Auction,
on

MONDAY,
the 24th day of April, 1882, at TWO P.M., on the
spot (shop No. 103 Jervois-street).

Under instructions received from the MORT-
GAGEE:

FIRST LOT.
ALL that PIECE or PARCEL of GROUND,
situated in Victoria, Hongkong; the North side in
Bonham-strand measuring 15 feet 6 in.; on the
South side thereof in Jervois-street measuring
14 feet 9 in.; the East side thereof on a close
registered in the LAND OFFICE as INLAND
LOT 859, measuring 172 feet; and on the
West side thereof on a close registered in the LAND
OFFICE as INLAND LOT 860 and partly
on a close registered in the LAND OFFICE
as INLAND LOT 862, measuring 57 feet 6 in.
and one hundred and eight feet 6 in.; which
said Piece or Parcel of GROUND contains, in
the whole 2557 square feet.

Together with the SHOP No. 103 Jervois-
street and SHOP No. 70 Bonham-strand.

Yearly Crown Rent \$45.08.

SECOND LOT.
ALL that PIECE or PARCEL of GROUND
abutting on the North side on Bonham-strand
measuring 13 feet 2 in.; on the south side
thereof Jervois-street measuring 12 feet 9 in.;
on the East side on a close registered in
the LAND OFFICE as INLAND LOT 857,
measuring 178 feet; and on the West side on
a close registered in the LAND OFFICE
as INLAND LOT 859, measuring 172 feet;
which said PIECE or PARCEL of GROUND
contains in the whole 2,268 square feet
registered in the LAND OFFICE as INLAND
LOT 858, together with the SHOP No. 103,
Jervois-street, and SHOP No. 70, Bonham-
strand.

Yearly Crown Rent \$39.99.

TERMS OF SALE.—Purchaser shall pay at once
20 per cent. in part payment of the Purchase-
money; the remainder on completion of the
Purchase, and Execution of the Deed of Transfer,
which shall be prepared by a Solicitor at the
Purchaser's expense.

J. M. GUEDES,
Auctioneer.

Hongkong, 17th April, 1882. [245]

J. AND R. TENNENT'S ALE AND
PORTER.

DAVID CORSAIR & SONS'
MERCHANT NAVY
NAVY BOILED
LONG FLAX
CROWN

ARNOLD, KARBURG & Co.
Hongkong, 15th June, 1881. [5]

THE Undersigned have been appointed
AGENTS for the NEW YORK BOARD
of UNDERWRITERS.

ARNHOLD, KARBURG & Co.,
Hongkong, 15th June, 1881. [6]

Auctions.

PUBLIC AUCTION

OF
VALUABLE ENGLISH & CANTON MADE
HOUSE FURNITURE.

THE Undersigned has received instructions
to sell by Public Auction, on

THURSDAY,
the 20th April, 1882, at TWO P.M., at the Premises,
No. 35, POTTINGER STREET,

THE WHOLE OF THE VALUABLE
HOUSEHOLD FURNITURE,
Comprising—English and Canton made
Chairs and Tables, Fine Oil Paintings, Gilt
Mirrors, Crockery and Glass-ware, Bedsteads,
Dressing-tables.

Catalogues will be issued. The Furniture is
now on view.

TERMS OF SALE.—Cash on Delivery.

J. M. GUEDES,
Auctioneer.

Hongkong, 17th April, 1882. [245]

PUBLIC AUCTION.

THE Undersigned has received instructions
to sell by Public Auction, on

MONDAY,
the 24th day of April, 1882, at THREE O'CLOCK
P.M., on the Premises,
No. 8, WELLINGTON-STREET.

ALL that PIECE or PARCEL of GROUND
situated at Victoria, Hongkong, measuring
North of Wellington-street 18 feet 3 inches; on
the East by D'Aguilar-street measuring thereon
49 feet 10 inches; on the south of Inland Lot
136, measuring 18 feet 5 inches; on the West
by Overbeck's portion, Inland Lot 136, mea-
suring 49 feet 10 inches; which PIECE or
PARCEL of LAND is registered in the Land
Office as Section A of Inland Lot 136.

THE SHOP No. 8, WELLINGTON-STREET
is at the corners of Wellington and D'Aguilar-
streets.

For Further Particulars, and Conditions of sale,
apply to

J. M. GUEDES,
Auctioneer.

No. 33, Wellington-street.
Hongkong, 15th April, 1882. [242]

COMPOSITORS WANTED.

WANTED, for the "HONGKONG TELE-
GRAPH" a few FIRST-CLASS COMPOSI-
TORS. Competent men who have had newspaper
experience will be liberally dealt with.
Apply, personally, to the Proprietor, of the
"HONGKONG TELEGRAPH," No. 6, Peddar's Hill.
Hongkong, 31st March, 1882.

NOTICE.

BOOKBINDING AND RULING IN ALL ITS
BRANCHES EXECUTED AT VERY LOW
RATES AT THE

"HONGKONG TELEGRAPH" OFFICE.
Account Books ruled to any pattern.
Music bound in Elegant style with Best
Materials.

"TELEGRAPH" OFFICE, HONGKONG.

Amusements.

THEATRE ROYAL.

CITY HALL, HONGKONG.

ITALIAN OPERA COMPANY.

SIGNOR HOFELICH
begs to inform the Public of Hongkong, that

THERE WILL BE AN
EXTRA PERFORMANCE,
THIS EVENING,

THE 18TH APRIL.

FOR THE BENEFIT OF
SIGNOR GAETANO CIOCCI.

PRIMO PARTITO ASSOLUTO,
on which occasion will be produced
VERDI'S CELEBRATED OPERA IN FOUR ACTS,
RIGOLETTO.

DRAMATIS PERSONE.

II DUCA DI MANDOVA.....Signor VANZETTI.

RIGOLETTO.....Signor CIOCCI.

GILDA.....Signor PINELLI.

SPARAFUCILE.....Signor CORTI.

MADDALENA.....Signora SILANI.

GIOVANNA.....Signora BERTOLINI.

MONTERONE.....Signora GATTIERO.

BORSA.....Signor BRUNETTI.

MARULLO.....Signora BERTOLINI.

CEPRANO.....Signora BERTOLINI.

CONTESSA CEPRANO.....Signora BERTOLINI.

PAFFIO.....Signora BERTOLINI.

BETWEEN THE 2ND, AND 3RD ACTS.

SIGNOR CIOCCI
will sing the Grand Basso Aria "Oh, Lisbona
Alfin di Miro" from Donizetti's
DON SEBASTIANO.

The Subscription List is now open at Messrs.
KELLY & WALSH'S.

Hongkong, 17th April, 1882. [233]

THEATRE ROYAL.

CITY HALL, HONGKONG.

UNDER THE PATRONAGE
OF HIS EXCELLENCY THE ADMINISTRATOR,
AND
HIS EXCELLENCY GENERAL DONOVAN.

THE FOURTH PERFORMANCE OF THE
SECOND SUBSCRIPTION SERIES
OF SIX OPERAS
WILL BE GIVEN, ON

SATURDAY EVENING,
22ND APRIL, 1882,

when will be produced
DONIZETTI'S GRAND OPERA
"L'ELISIR D'AMORE."

DRAMATIS PERSONE.

ADINA.....Signora PINELLI.

MEMORINO.....Signor VANZETTI.

BELCORIO.....Signor CIOCCI.

II DOTTOR.....Signor CORTI.

DULCAMELA.....Signor CORTI.

GIANNETTA.....Signor BERTOLINI.

SUBSCRIPTION PRICES.

FAMILY TICKETS.—Admitting 3 Persons,
6 Nights.....\$30.00

SINGLE TICKET.—Admitting 1 Person, 6
Nights.....\$14.00

STALLS.—For 3 Persons, 6 Nights.....\$20.00</

Intimations.

A. S. WATSON & CO.
WHOLESALE AND RETAIL
DRUGGISTS,
GENERAL CHEMISTS,

AND
Manufacturers of the following
AERATED WATERS,
viz:
SODA, TONIC, SARSAPARILLA,
AND POTASH, LEMONADE,
GINGERADE, RASPBERRYADE,
AND PHOSPHORIC CHAMPAGNE.

Deliveries in Town and Harbour from
7 A.M. to 7 P.M.

SHIPS' MEDICINE CHESTS REFITTED,
PASSENGER SHIPS SUPPLIED.

Prompt Attention given to Coast Orders.

HONGKONG DISPENSARY,
HONGKONG.

SHANGHAI PHARMACY,
SHANGHAI.

CANTON DISPENSARY,
CANTON.

THE DISPENSARY,
FOOCHOW.

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, Hongkong Telegraph" and not to the Editor.

Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writers, not necessarily for publication; but as evidence of good faith.

Whilst the columns of the Hongkong Telegraph will always be open for the fair discussion by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS.

Advertisers are requested to forward all notices intended for insertion in that day's issue not later than THREE O'CLOCK so as not to retard the early publication of the paper.

TO SUBSCRIBERS.

Arrangements have been made to publish The Hongkong Telegraph daily at 4 P.M. subscribers in the central districts who do not receive their copies before FIVE O'CLOCK will oblige by at once communicating with the Manager.

The Hongkong Telegraph

HONGKONG, TUESDAY, APRIL 18, 1882.

The era of peace and concord which was so confidently anticipated from Mr. MARSH'S administration can hardly be said, even by his most enthusiastic admirers, to have as yet begun. One of Mr. MARSH'S first acts—an act eulogized by his adherents as commendatory of his chief, Governor HENNESSY—was the appointment of the Harbour Master to the civil Magisterial bench to succeed his complacent follower Dr. STEWART, but Captain THOMSETT'S unseemly behaviour towards his colleague the Coroner, which we recently chronicled, can hardly be held to establish the wisdom of Mr. MARSH'S choice. We cannot say that we are surprised at Captain THOMSETT'S conduct. In fact, we ventured to express an opinion that the contumacy displayed by the Administrator on his accession to office was a bad example and likely to prove contagious, and we leave it to the judgment of the public whether or not our opinion has been quickly verified. The contention between the two Magistrates, which the public enquiry into the death of an unfortunate sailor gave rise to, may be the means of attracting grave attention to the lax system which prevails in the colony regarding the protection of seamen, and more especially regarding the license allowed in the sale of poisonous liquors to seamen, which, we fear, is encouraged rather than checked by the existing state of affairs. The case of the unfortunate man whose sad death is now being enquired into is but another phase of the working of this odious traffic, which is a reproach to the Colony and which contributes only too surely towards such catastrophes as that we are engaged in considering. The Harbour Master's report published in last Saturday's Gazette reveals one or two facts bearing on this subject, which we shall content ourselves to-day with referring to, in the endeavour to elicit further information on the subject. In the first place, we notice that during the year 1881 the number of seamen of all nationalities discharged in the Colony amounted to 7281, while 1096 were shipped during the same period, thus leaving 341 seamen unaccounted for, which Captain THOMSETT explains by saying "The excess of discharges over men shipped is caused by the former leaving the Colony without notifying their departure." This may account for part of the discrepancy, but pal-

pably, as the present enquiry proves, does not account for all. The next fact which strikes us is that a sum of \$6940 was actually paid by seamen on being shipped, or a fee of \$1 per head, which amount was paid into the Colonial Treasury. Now here was a large fund which we believe according to Imperial regulation is money collected from the sailor specially to provide for such contingencies as the one now being investigated, and we have yet to learn that the local ordinance permits the Colonial Treasury to appropriate the money of poor seamen, and then to allow this unfortunate class to be neglected and to suffer as they undoubtedly do. Another thing which should be put a stop to is that this Colony should be made the recipient of all the destitute seamen from the neighboring treaty ports. British Consuls, and if we mistake not Consuls of other nationalities, find it a convenient way of escaping from their difficulties in this respect to saddle these poor creatures on this Colony. This apparently they can do with impunity, and it was only a few days ago that one of our Shanghai contemporaries coolly advocated this as the natural and proper course to adopt to relieve that community of the trouble they suffer from a similar evil. Some provision to prevent this unfair imposition, with the exercise of a more rigid scrutiny in the discharge of seamen, will tend to lessen the evils which we complain of. The hollowness of the pretension that order and enlightenment signalized the different departments of this colony, and only needed Governor HENNESSY'S departure to give them full play, is being miserably exposed, and we can well understand the obstacles which met His Excellency in trying to introduce reform into such a mass. And it is a bitter reflection to find that it requires such fearful examples as that disclosed by BERRY'S suicide to awaken the Hongkong public from the fallacious dream they have so persistently indulged in.

In continuation of the annual inspection of the Buffs yesterday, Major-General Sargent, later in the day, examined the regimental and company books at the Orderly Room in Murray Barracks, and also inspected the buildings, workshops, barrack rooms, canteen, &c.; and this forenoon His Excellency and staff proceeded to Kowloon to witness independent firing by a portion of the regiment on the rifle range.

Two Celestial tailors, who were found this morning in the pursuit of a dishonest calling, instead of being at their work-board turning material into garments for their countrymen, were brought up before Captain Thomsett at the Police Court. A salt-trader was walking in Wing Lok-street, when the tailors went up close to him, one of them picking his pocket of two dollars, and dividing the spoils with his companion. The Magistrate sent them to six months' hard labour each.

SCARCELY had Leung Lin, a shopkeeper living in Queens Road West, the door of his shop opened this morning at 5.15, when an enterprising hawkler walked in and walked, or rather ran, off with his clock. The shopkeeper's cook, hearing a cry of "Thief," started in hot pursuit of the hawkler, who finding the chase a keen one, dropped the clock, hoping thereby to escape his pursuer, but from the frying pan, he would seem to have dropped into the fire, having rushed right into the arms of a constable, who incontinently walked the walker off with clocks off to the Police station. The Magistrate, who thought he could also take a hand in the game of walk off, ordered the hawkler to be walked off for six months to Victoria Gaol, hard labour to be added as a reminder.

LAST evening, at the Temperance Hall, the members of the Royal Naval Temperance League and others from several ships of the Fleet held a farewell meeting, with the object, chiefly, of expressing their gratefulness for the very many means for their moral and spiritual welfare which Mr. D. R. Crawford had placed at their disposal. The gathering was presided over by Mr. Cuthbert of H.M.S. Curacao. After the usual opening service, Mr. Capper, of H.M.S. Erebus, read out an appropriate and well designed Address to Mr. Crawford, which was feelingly responded to. A hymn and a special prayer closed this touching gathering. Those present were fully aware that they were about to lose a friend, and they gave vent to their feelings accordingly. We gather from this meeting that Mr. Crawford's work amongst "Comfortless Jacks" has not been in vain. He carries with him the grateful wishes of all.—Communicated.

YESTERDAY evening Mr. C. L. Thevenin, desiring to become the temporary occupant of a public chair, called upon two chair coolies to do the needful, but the street obstructionists refused to carry him. He brought them up this morning before Captain Thomsett on the charge of refusing, when unemployed, to accept a fare. They pleaded that they had carried Mrs. Thevenin yesterday from the Hongkong Hotel to Morrison Hill, and that they received only a bad ten-cent piece for their trouble, for which they returned five good cents as change, not having discovered the intrinsic valuelessness of the ten-cent until afterwards, and that it was for this reason they declined to carry Mr. Thevenin. The Magistrate, knowing the simplicity and guilelessness of character which distinguish the Celestial chair bearers of this Colony, was, of course, duly impressed with the earnestness of the tale told him, especially when Mr. Thevenin, upon being recalled, stated the defendants did not carry his wife at the time they mentioned, and proved the fact by fanning the simple ones a dollar or three days' imprisonment.

UNITED Service Lodge, No. 1341 will meet this evening at the Freemason's Hall, Zetland-street, at 7.30 for 8 o'clock sharp. Visiting brethren are, as usual, cordially invited to attend.

THE Italian Opera Company perform this evening at the City Hall, Verdi's celebrated opera of "Rigoletto," for the benefit of signor Ciocci, commencing at 9 o'clock. As the opera is a very attractive one, and the primo barytone a great favourite, we anticipate a large audience.

THE Gazette publishes the average amount of bank notes in circulation in Hongkong, during the month of March; as under:—

Bank	Amount
Chartered Bank of India, Australia and China	\$4,600,000
Bank of China	\$500,000
Chartered Bank of India, Australia and China	\$4,600,000
Bank of China	\$500,000
Chartered Bank of India, Australia and China	\$4,600,000
Bank of China	\$500,000
Chartered Bank of India, Australia and China	\$4,600,000
Bank of China	\$500,000

THE competition for the handsome silver medal given by Col. Ike Austin, at his New American Rifle Range, at the United Club, stanton street, came to a close on Saturday last. Yesterday evening the scores were compared, the winner of the medal being Mr. A. M. Apcar, who made the very respectable total of 118 out of a possible 120. The medal, which was manufactured by Mr. John Noble, is a very handsome one, and will no doubt be much prized by the champion shot of Hongkong. The gallant Colonel has decided on offering a handsome silver cup for competition, so that it is more than likely that Mr. Apcar's record may have, ere long, to take a "back seat." Mr. Howard, with 117 points to his credit, was a good second for the medal, the shooting throughout being of a high class description, many of the competitors getting within five points of the highest possible. For the forthcoming contest it has been suggested that any position be allowed. Full particulars will shortly be announced.

THE Canadian Blondin gave his fourth performance on the tight rope last evening. The unabated interest in the intrepid equilibrist's exhibition of his powers, was manifested by the attendance, which was as large, if not larger, than on any previous occasion; and we think, although the performance was announced as his farewell one, that the worthy imitator of his great prototype of Niagara Falls celebrity could not do better than give a few more repetitions of it to an admiring public, upon whose nervous system, relaxed by the enervating influence of a tropical climate, the sensational feats performed with a wonderful facility bracing and salutary effect; at least, we ourselves have experienced the benefit of it, and feel we can dispense with doctors and tonics for the remainder of the hot season. The presence of the Band of the Iron Duke lent an additional attraction to last night's performance, and we really think the able illustration of the laws of equilibrium should repeat it, with the added treat. To those who have not yet seen the daring performer on his tight rope, we would say, go, if there be yet another chance.

SAYS the Sportsman:—Americans seem particularly anxious to get to Europe as rapidly as possible, especially to Paris. Two schemes have been proposed to accomplish this end. In the first place, a bill has been introduced into the American Congress authorising the Postmaster-General to establish a weekly mail steamship service between Fort Pond Bay, Long Island, and Milford Haven, capable of doing eighteen miles an hour. The compensation for the mail service is to be twelve thousand five hundred dollars a day if the trip is made within six days. Number two is a much more ambitious scheme. It is nothing less than a proposal to run from New York to Paris by rail in five days and a half, the journey to be broken only by two hours' sea passage. Mr. Gregory, the great railway promoter, is the author of this daring project. His line of route passes through Canada, New Georgia, and Alaska to Cape Prince of Wales, whence the passengers are to be conveyed by steamer to East Cape, on the opposite Asiatic coast of Behring's Straits. From East Cape the railway to be constructed will cross Russian territory in Northern Asia until it joins the Siberian railway system, already in direct connection, through Moscow and St. Petersburg, with all the European capitals. Persons going to Paris by this route would certainly have the advantage of a variety of scenery, though they would probably have had enough travelling by the time they reached the French capital.

A CORRESPONDENT who signs himself "Another Mover in Good Society" writes to Truth on the subject of modern dancing as follows:—There have been several letters lately in various society papers, criticising the present modes of dancing, and I should be much obliged if you would kindly insert in your paper another opinion on the same subject. The writer of "Manners of Modern Society" says that the *trait temps* is considered the correct step, and that the value should be danced with a slow, even movement. Another writer, who considers himself or herself competent to lay down the law, contradicts this, and says that in good society *deux temps* is thought the thing, and is the only recognised step; that a *trait temps* dancer is to be avoided, as chandelier dancing is such "bad form;" giving, more or less, as a reason, that the Prince of Wales always dances a rather quick *deux temps*. Now, why should the *trait temps*, which is by far the more quiet and graceful of the two steps, be considered bad style because the Prince of Wales and those who appear him choose to adopt that which is jerky and inelegant? Chandelier dancing, I cannot but agree, is very ugly, and to be avoided, but why class all *trait temps* dancers under the same head? Which is it most pleasant to see—a young lady (*deux temps* dancer) fly round the room to finish the dance, panting, heated, and bruised, with her dress fantastically torn, or to see one (*trait temps* dancer) glide round (keeping in the general circle of dancers), ending the dance with her dress intact, and the dancer by no means unpleasantly heated by the exercise? Those who have seen both, and who possess an eye for the "poetry of motion," will, I am sure, agree with me in preferring the much and unduly abused *trait temps*.

THE Legislative Council will meet on Thursday, the 20th instant, at 2.30 p.m.

THE Ocean Steamship Company's steamer *Jason*, from London, for this port and Shanghai, left Singapore last Sunday morning.

WE are informed that the new British steamer *Renus*, Captain Watt, from Glasgow, left Singapore on Saturday last the 15th inst. for Hongkong.

THE Major General commanding will make his annual inspection of the Royal Artillery and Gun Lascars on Thursday morning, early, we believe, on the parade ground in rear of the Artillery Barracks.

As will be noticed from an advertisement in another place, the juryman and witnesses summoned to attend at the Supreme Court to-day, must be in attendance to-morrow, Wednesday, the 19th at 10 a.m. sharp.

CAPTAIN Hare of the Inniskillings, who has been attached to the Army Pay Department here some months, proceeds to Singapore by the outgoing mail steamer to rejoin his Regiment. We believe it was Captain Hare's intention to join the Pay Department permanently, but, upon further consideration, his own corps appeared to hold out better prospects.

A GUARD of Honor of the Buffs, with the usual accessories, will be at Murray Pier at seven o'clock to-morrow morning to pay the last official respects here to the late Commander of the troops, Lieutenant-General Donovan, who, with Mrs. Donovan, proceeds homeward by to-morrow's mail steamer. We wish the gallant general and his lady a safe and pleasant voyage home.

A NAVAL Court-Martial has been held at Devonport, for the trial of Lieut. Grant, commanding officer of the gunboat *Banterer*, and Lieut. Carden, navigating officer of that vessel, for negligently stranding her on the rocks off the coast of Galway, on December 23rd last. The Court found both prisoners guilty, and adjudged them to be severely reprimanded, and dismissed from H.M.S. *Banterer*.

By latest telegraphic advices the steamer *Mary Tatham*, which was reported yesterday as stranded off the coast of Yesso (Japan), is now reported to be a total loss. The crew and Chinese passengers to the number of 644 are reported to have been landed in safety, but we think this does not account for the total number of passengers she cleared with from this port, we await further particulars.

REFERRING to our remarks in the account of the annual inspection of the Buffs in yesterday's issue respecting complaints made by soldiers, we are very glad to be informed that a marked change has come over the spirit of military regulations in that respect in recent years, and that, although the power of punishing men for making what may be deemed frivolous or unfounded complaints has not been altogether withdrawn, there are, practically, but few instances in which it is now used. As a sincere well-wisher of the army, we are pleased to know that, if slowly, the military service of our country continues to advance with modern enlightenment and progress.

A CHINAMAN recently went into a Leadville faro bank and placed a paper of gold dust on the ace. The ace lost and the dealer, weighing the dust, found that it was worth about fifty dollars. He was about to throw the paper away when John asked for it, saying there were some "washee washee" accounts upon it which he required. The next night he returned and bet a similar paper. This time he won, and as the dust weighed forty dollars, the dealer proposed to pay him upon that basis. The heathen shook his head. "You payee all I bet," "Certainly," answered the dealer. Then John, carefully unwrapping the paper, showed hidden between its folds a hundred dollar bill. "He must have it," sighed the look-out man; "he's got us dead." The bank-note was there the night before, but the dealer had handed it back. That was his fault, however, not the Chinaman's.

NOWHERE, we venture to affirm, would it be possible to find such a merry company of funeral gentlemen professors as in London. There is something humorous in the expression of a humble mute's countenance as he stands at the door of the "fashionable funeral" after his libations round the corner. While the journey to the cemetery, too, is being performed, there is a grim jollity on the face of the coachman as he whips his horses into a gallop so as to be "in time," while the mournful gentlemen hanging on to the coach behind engage in a pleasant chat. Doubtless this arises from the fact that the men engaged spend their lives in attending funerals, and do not care a rush whether the party they have to bury be sinner or saint so long as the funeral baked meats and wine are of the best quality. Still, bad as London may be, we hardly gave it credit for producing such a marvellous sample of the funeral fraternity as Mr. George Fryer, coachman, aged 40. That gentleman made his appearance before Mr. Lushington at the Thames Police-court the other day on a charge of being drunk and incapable. According to the evidence of sergeant Nathan Lee, he was on duty the preceding morning, when he saw the defendant in Oxford-street, stepney, driving a pair of horses in a hearse. Defendant was singing merrily, and swaying about in his seat, whilst the hearse was going from one side of the road to the other. Witness stopped the horses, and then found that the defendant was very drunk. This hilarious mourner was very sorry for what had occurred, and would take the best of care that it should not happen again. He added that he had been driving twenty-five years, and such a thing had never occurred before. He had a "job" at Kensal Green; and afterwards he was "taking out coffins" to fill up his time, and he just had a drop "to keep his spirits up." It is his "job" at Kensal Green, was called upon to take out a cargo of coffins, would require a little "to keep up his spirits." Our spirits, we candidly admit, would, under the circumstances, have been at zero.

Two Tok-to-lum Celestial termagants had a scratching match there on the 14th, at which one, whose face and arms were badly nailed, would appear to have come off second best. She summoned the other, and upon Captain Thomsett devolved the delicate task of apportioning the blame between the two. In the face of the ladies' conflicting statements, the Magistrate adopted the sensible course of discharging the case.

THE Committee of Congress which is auditing the expenses connected with General Garfield's illness has determined to allow the physicians and nurses the following amounts:—Dr. Bliss \$25,000, Dr. Agnew \$15,000, Dr. Hamilton \$15,000, Dr. Reymann \$10,000, Dr. Boynton \$10,000, Mrs. Edson \$5,000. Mr. Cump, steward of the White House, is allowed \$3,000, and the other White House employees are to receive two months' extra pay. Surgeon-General Barnes is to be promoted to be Major-General on the retired list. Surgeon Woodward is to be promoted to be Lieutenant-Colonel. The Committee also grant Mrs. Garfield the remainder of the President's salary for the current year.

THE V. R. C. should regard with a lofty pity the "alarmist views" of Sir Garnet Wolseley about the Channel Tunnel is natural enough. But that he should expect Englishmen to be influenced by the sneer of his American friend who telegraphed to him, "What is poor old John afraid of now?" or by the opinion of the *Républicain Français*, which scouts the idea of employing the Tunnel for hostile purposes "as the most businesslike military undertaking of ancient or modern times" is to make too large a demand upon their simplicity. Foreign opinion is worth absolutely nothing on this question. Everybody knows that the Tunnel could be no danger to any other country, as England does not attempt to compete with her neighbours in military strength. No continental nation therefore risks anything by the project; it represents to them some possible gain, but no possible loss; to us if there is a gain it is a gain of some slight convenience, if there is a risk, it is a risk of utter ruin. Count von Moltke is represented as saying that the Tunnel would be no danger to us if we took all the proper precautions—ironclad forts, strong enough to resist siege guns, to enfilade the entrance, mines to blow up the mouth, and a small body of troops under the strictest discipline permanently at the mouth of the Tunnel to guard against a surprise. If we are not blockheads, we are told, we must be able to checkmate an enemy attempting to use the tunnel. So we were assured that with the block system railway collisions were impossible; yet they do occur. And we prefer another saying of Count Moltke's which has been recently quoted. "I have five plans," the great strategist is reported to have said, "for invading England, but not one for getting out of it again." And we do not want to furnish an invader with a road, which might facilitate at all events his supplies, if not his escape. We are quite content, however, to wait for the result of the Government inquiry. Meanwhile the South-Eastern Railway Company has bored for 1,100 yards, and Dr. Siemens has lit up the "caverns under the sea" with the swan light; and when a mile has been pierced the company, Sir E. Watkin tells us, will take a larger pipe and go on to the middle of the Channel or further if necessary. This is only one of two competing projects, but supposing Government and Parliament decide against the scheme, we pity the people whose money is being put into the big hole.

THAT the receiver is worse than the thief, and that there would be no thieves were there no receivers, are sayings which have become trite from constant repetition, but they none the less express a truth to which it is unfortunately still needful to call attention in the hope that something may at last be done to diminish crime by striking directly at its root, instead of continually lopping off branches, only to see others spring up in their place. It is a notorious fact that out of the multitude of plate and jewellery robberies which are committed scarcely any are ever brought home to the perpetrators, for the simple reason that the booty is not many hours in possession of the thief before the precious stones are wrested from their settings, and the gold or silver is cast into the melting-pot, so that identification is rendered impossible. Most people, however, will, we should think, be surprised to learn from Mr. Bryce Wright that this illicit traffic is mainly in the hands of "some half-dozen receivers, who are as well known to the police as customers are to a tradesman." How is it, then, they are not arrested and punished? Because they are protected by law. No matter how strong the suspicion may be against them the police cannot enter their dens without a search warrant, which can only be granted by a magistrate within the hours of ordinary legal business; so that for about eighteen hours out of the twenty-four, that is from 4 p.m. to 10 a.m., Mr. Fagin can carry on his nefarious business and snap his fingers in the face of the detectives, who are morally certain of his misdoings, but who are so hampered by the restraints of the law that they can do nothing towards bringing him to justice. In the great majority of cases of housebreaking and burglary the thief gets clear away without being seen, so that the only chance of proving his guilt is by tracing the possession of the stolen property, and this, as we have pointed out, is made impossible by the absurd condition of the law. During last session an attempt to provide a remedy was made in the House of Lords by the Lord Chancellor, who introduced a Stolen Goods Bill, which, however, fell through after being read a second time and referred to a Select Committee. It is to be hoped that this measure, or some modification of it, will be brought forward again during the coming session, and become the law of the land, despite the formidable opposition which it is said will be brought against it by pawnbrokers and other interested persons. It is distinctly in the interest of the community that we should make the disposal of stolen goods as difficult as possible, and thus by increasing the labour and trouble of the thief, and diminishing his chances of profit, teach him that the axiom, "Honesty is the best policy," is something more than a mere goody-goody copy-book precept.—Graphic.

TELEGRAMS for Bangkok can go forward by mail closing at Singapore at 5 p.m. to-morrow, the 19th, and 11 a.m. on the 20th instant.

THE Army Estimates for 1882-83 have been issued, and show that the net amount is £15,458,100, as against £15,541,300 for 1880-81 and £16,109,500 for 1881-82, the actual amount expended in the two last-mentioned financial years having been £15,067,863 and £16,039,143 respectively. As compared with 1881-82, the Estimates of 1882-83 show a net apparent decrease of £1,131,400, but a net real decrease of £563,000. The principal decreases are £1,065,500 in the special expenditure in South Africa, and £568,000 in extra receipts taken in aid of the votes. The principal increase is £247,000 in additional provision for naval guns and projectiles. The total number of men provided for is 132,905, as against 134,060 last year, a decrease of 1,155.

A FOUR-OARED race between a naval crew and a crew of the V. R. C. was pulled yesterday evening, the course being from the rock buoy to the west end of the bath house, a distance of seven furlongs. The two boats went off well together and kept bow and bow till within 50 yards of the winning post when sampson spurred and won by half a length. The naval crew looked a strong one, and rowed well and neatly, but they have not yet got into the proper swing for Canton Cutters. Time 5min. 20sec. with a tide running like a mill sluice. The Buffs' crew did not turn up. The names of the crews are appended:—

V. R. C.	PIFFER
Lucas	Rowe
Fisher (bow)	Neil (bow)
Denison	Stirling
Hughes	Stewart
L. Sampson (stroke)	Taylor (stroke)
H. Sampson (cox)	Farquhar (cox)

A COOLIE, his wife, a boiler-maker, and another Chinawoman, were charged this morning before Captain Thomsett, the men with breaking and entering the House of Wong Lin, wife of one Tong Asan, living in 68 Five-street, first floor, and stealing two boxes containing money, jewellery, and clothing, valued at \$80, on the 17th instant, and the women with receiving some of the stolen property. One of the boxes was found empty in a house in which the male defendants were, who tried to run away, and the second box was found on the second floor of the house complainant lived in, in which were the two women charged with receiving. Evidence connecting the prisoners with the affair having been given, Inspector Thomson, in charge of the Western District, applied for a remand, on the ground that nearly the whole of the property was missing, and he wished to have an opportunity of finding it. The case was remanded till the 25th inst.

A VERY interesting match, distance one hundred yards, took place yesterday evening on the Cricket Ground between Mr. F. Hazeland, who won the 100 yards race at the Civilian Amateur sports held in March last, and Captain Newington who won the open hundred and fifty yards at the Artillery sports last Saturday. Mr. Hazeland was credited with doing his hundred in 11.1.5th seconds and Captain Newington ran his hundred and fifty in a slide inside 19 seconds, winning very comfortably. Both performances were "clocked" by an experienced hand, and are nearly equal, allowing for the extra distance and the easy win of Captain Newington; consequently, a good race ought to have been the result of the match, but the contrary was the case, Hazeland taking the lead from the beginning and winning by about five yards, in we are told, to 2.5th seconds. Our contemporaries both agree as to the time, and one of them comments on the improvement made by Hazeland since his appearance at the Civilian sports. With every deference to all concerned, including of course the official "clocker" of last evening, and our contemporaries sporting authorities, we give the time of the race of last evening as being the slightest shade over 10.4.5th seconds. The race was timed by a gentleman who knows more than a trifle about timing races, therefore we give the time as 10.4.5th seconds, which will no doubt satisfy Mr. Hazeland; Athletes in Hongkong who can do 100 yards in 11 seconds are, like angels' visits, extremely scarce.

THE Peking correspondent of the N. C. Daily News writing under date April 3rd observes:—We noticed the death of Mao Chang-hsi. His son is to be raised to the rank of a *Yuen-wah* (5th button) and his grandson is to be made an M.A. (*chijien*) and the posthumous honour of Teacher to the Heir Apparent has been conferred upon him. His successor is Chang Chih-wan, the elder brother of the present Governor of Shanxi, a native of Tientsin and formerly a Provincial Governor, but who retired some time ago on account of ill-health. This appointment will bring him to the surface again. Many officials were dissatisfied with their post, loss of post or want of rapid promotion, relied on the plea of ill-health; but as soon as they are offered higher appointments they emerge from their seclusion. In the Peking six Board, natives of Chihli can hold office, contrary to the rule that no man can hold office in his native province. The report that the Viceroy Li's brother is appointed to succeed Mao is therefore without foundation, although he may be called to the capital in some other capacity. In these days of rumours against his brother's progressive plans, it might be well for all parties to have a friend at Court. And although officially (for neither privately nor publicly is anything known here of the circumstances) it may be known that the Kaiping mines and the railroad may cause the death of the Western Empire, nobody seriously entertains any other idea but that both these black diamond excavations and the iron road of thirty li will be left to work out their destiny. Regarding the telegraph line it may probably prove a very expensive affair, in other words a commercial failure, and in the absence of Russian or European complication, its great advantages may not be highly appreciated; but China cannot and must not retrograde. Possibly this run upon the mines, the railroad, and the telegraph has some ulterior object in view. It will certainly depreciate shares, and then will be the time for speculators to take advantage.

THE HONGKONG TELEGRAPH.

Commercial.

THIS DAY, FOUR P.M.

To-day some extensive transactions in Dock shares have been put through at 50 and 51 for cash, closing at the latter rate, buyers offering 51 for end of month. A large business has been done in the same stock at 53 and 54 for end of May, 55 for end of June, and 57 for July. A few small sales in Banks were effected at 110 per cent. premium for cash. No other changes have occurred worthy of special reference.

SHARES.

Hongkong and Shanghai Bank—110 per cent. premium.
Union Insurance Society of Canton—\$1,600 per share.
China Traders' Insurance Company—\$1,600 per share.
North China Insurance—Tls. 1,200 per share.
Canton Insurance Company, Limited—\$85 per share, sellers.
Yangtze Insurance Association—Tls. 900 per share.
Chinese Insurance Company—\$250 per share, sellers.
On Tai Insurance Company, Limited—Tls. 150 per share.
Hongkong Fire Insurance Company—\$930 per share, sellers.
China Fire Insurance Company—\$292 per share, sellers.
Hongkong and Whampoa Dock Company—50 per cent. premium, buyers.
Hongkong, Canton, and Macao Steamboat Co.—\$23 per share premium, sales.
Hongkong Gas Company—\$85 per share, sellers.
Hongkong Hotel Company—\$107 per share, sellers.
China Sugar Refining Company, Limited—\$155 per share.
China Sugar Refining Company (Debtures)—3 per cent. premium, buyers.
Luzon Sugar Refining Company, Limited—\$115 per share.
Hongkong Ice Company—\$131 per share.
Hongkong and China Bakery Company, Limited—\$57 per share, buyers.
Chinese Imperial Loan of 1878—14 per cent. prem. ex int.
Chinese Imperial Loan of 1881—3 per cent. prem.

EXCHANGE.

ON LONDON.—
Bank Bills, on demand 3/8 1/2
Bank Bills, at 30 days' sight 3/8 1/2
Bank Bills, at 1 month's sight 3/9 1/2
Credits, at 1 month's sight 3/9 1/2
On Calcutta, at 4 months' sight 3/9 1/2
ON PARIS.—
Bank Bills, on demand 4/6 1/2
Credits, at 4 months' sight 4/6 1/2
ON BOMBAY.—
Bank, T.T. 22 1/2
ON CALCUTTA.—
Bank, T.T. 22 1/2
ON SHANGHAI.—
Bank, sight 7 1/2
Private, 30 days' sight 7 1/2

OPUM MARKET—THIS DAY.

NEW MALWA per picul, \$640
(Allowance, Tals. 42.)
OLD MALWA per picul, \$700
(Allowance, Tals. 36.)
PATNA (without choice) per chest, \$573 1/2
PATNA (first choice) per chest, \$575
PATNA (second choice) per chest, \$572 1/2
PATNA (bottom) per chest, \$585 1/2
BENARES (without choice) per chest, \$542 1/2
BENARES (bottom) per chest, \$550
PERSIAN per picul, \$485

CHINA COAST METEOROLOGICAL REGISTER.

THIS DAY'S TELEGRAMS.

BAROMETER.	HONG KONG.	AMOI.	SHANGHAI.	NAGASAKI.
Thermometer.	70.5	70.0	69.0	68.5
Direction of Wind.	N. N. E.	N. N. E.	N. N. E.	N. N. E.
Force.	1	1	1	1
Dry Thermometer.	69.0	68.0	67.0	66.0
Wet Thermometer.	61.5	60.0	59.0	58.0
Weather.	b. c.	b. c.	b. c.	b. c.
Hour's Rain.	0	0	0	0
Quantity fallen.	0	0	0	0

Barometer, level of the sea in inches, tenths and hundredths. Thermometer, in Fahrenheit degrees and tenths in the open air in a shaded situation. Direction of Wind, in registered every two points, N., N.E., E., S.E., S., S.W., W., W.N.W., N.W., and N. by N. Force of Wind, in registered every two points, 1 to 12, 13 to 16, 17 to 20, 21 to 24, 25 to 28, 29 to 32, 33 to 36, 37 to 40, 41 to 44, 45 to 48, 49 to 52, 53 to 56, 57 to 60, 61 to 64, 65 to 68, 69 to 72, 73 to 76, 77 to 80, 81 to 84, 85 to 88, 89 to 92, 93 to 96, 97 to 100, 101 to 104, 105 to 108, 109 to 112, 113 to 116, 117 to 120, 121 to 124, 125 to 128, 129 to 132, 133 to 136, 137 to 140, 141 to 144, 145 to 148, 149 to 152, 153 to 156, 157 to 160, 161 to 164, 165 to 168, 169 to 172, 173 to 176, 177 to 180, 181 to 184, 185 to 188, 189 to 192, 193 to 196, 197 to 200, 201 to 204, 205 to 208, 209 to 212, 213 to 216, 217 to 220, 221 to 224, 225 to 228, 229 to 232, 233 to 236, 237 to 240, 241 to 244, 245 to 248, 249 to 252, 253 to 256, 257 to 260, 261 to 264, 265 to 268, 269 to 272, 273 to 276, 277 to 280, 281 to 284, 285 to 288, 289 to 292, 293 to 296, 297 to 300, 301 to 304, 305 to 308, 309 to 312, 313 to 316, 317 to 320, 321 to 324, 325 to 328, 329 to 332, 333 to 336, 337 to 340, 341 to 344, 345 to 348, 349 to 352, 353 to 356, 357 to 360, 361 to 364, 365 to 368, 369 to 372, 373 to 376, 377 to 380, 381 to 384, 385 to 388, 389 to 392, 393 to 396, 397 to 400, 401 to 404, 405 to 408, 409 to 412, 413 to 416, 417 to 420, 421 to 424, 425 to 428, 429 to 432, 433 to 436, 437 to 440, 441 to 444, 445 to 448, 449 to 452, 453 to 456, 457 to 460, 461 to 464, 465 to 468, 469 to 472, 473 to 476, 477 to 480, 481 to 484, 485 to 488, 489 to 492, 493 to 496, 497 to 500, 501 to 504, 505 to 508, 509 to 512, 513 to 516, 517 to 520, 521 to 524, 525 to 528, 529 to 532, 533 to 536, 537 to 540, 541 to 544, 545 to 548, 549 to 552, 553 to 556, 557 to 560, 561 to 564, 565 to 568, 569 to 572, 573 to 576, 577 to 580, 581 to 584, 585 to 588, 589 to 592, 593 to 596, 597 to 600, 601 to 604, 605 to 608, 609 to 612, 613 to 616, 617 to 620, 621 to 624, 625 to 628, 629 to 632, 633 to 636, 637 to 640, 641 to 644, 645 to 648, 649 to 652, 653 to 656, 657 to 660, 661 to 664, 665 to 668, 669 to 672, 673 to 676, 677 to 680, 681 to 684, 685 to 688, 689 to 692, 693 to 696, 697 to 700, 701 to 704, 705 to 708, 709 to 712, 713 to 716, 717 to 720, 721 to 724, 725 to 728, 729 to 732, 733 to 736, 737 to 740, 741 to 744, 745 to 748, 749 to 752, 753 to 756, 757 to 760, 761 to 764, 765 to 768, 769 to 772, 773 to 776, 777 to 780, 781 to 784, 785 to 788, 789 to 792, 793 to 796, 797 to 800, 801 to 804, 805 to 808, 809 to 812, 813 to 816, 817 to 820, 821 to 824, 825 to 828, 829 to 832, 833 to 836, 837 to 840, 841 to 844, 845 to 848, 849 to 852, 853 to 856, 857 to 860, 861 to 864, 865 to 868, 869 to 872, 873 to 876, 877 to 880, 881 to 884, 885 to 888, 889 to 892, 893 to 896, 897 to 900, 901 to 904, 905 to 908, 909 to 912, 913 to 916, 917 to 920, 921 to 924, 925 to 928, 929 to 932, 933 to 936, 937 to 940, 941 to 944, 945 to 948, 949 to 952, 953 to 956, 957 to 960, 961 to 964, 965 to 968, 969 to 972, 973 to 976, 977 to 980, 981 to 984, 985 to 988, 989 to 992, 993 to 996, 997 to 1000.

MANILA METEOROLOGICAL REGISTER.

BY TELEGRAPH—THIS DAY.

BAROMETER.	PREVIOUS.	ON DATE.	REMARKS.
Thermometer.	83.0	82.1	
Direction of Wind.	N. N. E.	N. N. E.	
Force of Wind.	1	1	
Dry Thermometer.	81.0	80.3	
Wet Thermometer.	71.5	70.2	
Weather.	b. c.	b. c.	
Hours of Rain.	0	0	
Quantity fallen.	0	0	

Barometer, level of the sea in inches, tenths and hundredths. Thermometer, in Fahrenheit degrees and tenths in the open air in a shaded situation. Direction of Wind, in registered every two points, N., N.E., E., S.E., S., S.W., W., W.N.W., N.W., and N. by N. Force of Wind, in registered every two points, 1 to 12, 13 to 16, 17 to 20, 21 to 24, 25 to 28, 29 to 32, 33 to 36, 37 to 40, 41 to 44, 45 to 48, 49 to 52, 53 to 56, 57 to 60, 61 to 64, 65 to 68, 69 to 72, 73 to 76, 77 to 80, 81 to 84, 85 to 88, 89 to 92, 93 to 96, 97 to 100, 101 to 104, 105 to 108, 109 to 112, 113 to 116, 117 to 120, 121 to 124, 125 to 128, 129 to 132, 133 to 136, 137 to 140, 141 to 144, 145 to 148, 149 to 152, 153 to 156, 157 to 160, 161 to 164, 165 to 168, 169 to 172, 173 to 176, 177 to 180, 181 to 184, 185 to 188, 189 to 192, 193 to 196, 197 to 200, 201 to 204, 205 to 208, 209 to 212, 213 to 216, 217 to 220, 221 to 224, 225 to 228, 229 to 232, 233 to 236, 237 to 240, 241 to 244, 245 to 248, 249 to 252, 253 to 256, 257 to 260, 261 to 264, 265 to 268, 269 to 272, 273 to 276, 277 to 280, 281 to 284, 285 to 288, 289 to 292, 293 to 296, 297 to 300, 301 to 304, 305 to 308, 309 to 312, 313 to 316, 317 to 320, 321 to 324, 325 to 328, 329 to 332, 333 to 336, 337 to 340, 341 to 344, 345 to 348, 349 to 352, 353 to 356, 357 to 360, 361 to 364, 365 to 368, 369 to 372, 373 to 376, 377 to 380, 381 to 384, 385 to 388, 389 to 392, 393 to 396, 397 to 400, 401 to 404, 405 to 408, 409 to 412, 413 to 416, 417 to 420, 421 to 424, 425 to 428, 429 to 432, 433 to 436, 437 to 440, 441 to 444, 445 to 448, 449 to 452, 453 to 456, 457 to 460, 461 to 464, 465 to 468, 469 to 472, 473 to 476, 477 to 480, 481 to 484, 485 to 488, 489 to 492, 493 to 496, 497 to 500, 501 to 504, 505 to 508, 509 to 512, 513 to 516, 517 to 520, 521 to 524, 525 to 528, 529 to 532, 533 to 536, 537 to 540, 541 to 544, 545 to 548, 549 to 552, 553 to 556, 557 to 560, 561 to 564, 565 to 568, 569 to 572, 573 to 576, 577 to 580, 581 to 584, 585 to 588, 589 to 592, 593 to 596, 597 to 600, 601 to 604, 605 to 608, 609 to 612, 613 to 616, 617 to 620, 621 to 624, 625 to 628, 629 to 632, 633 to 636, 637 to 640, 641 to 644, 645 to 648, 649 to 652, 653 to 656, 657 to 660, 661 to 664, 665 to 668, 669 to 672, 673 to 676, 677 to 680, 681 to 684, 685 to 688, 689 to 692, 693 to 696, 697 to 700, 701 to 704, 705 to 708, 709 to 712, 713 to 716, 717 to 720, 721 to 724, 725 to 728, 729 to 732, 733 to 736, 737 to 740, 741 to 744, 745 to 748, 749 to 752, 753 to 756, 757 to 760, 761 to 764, 765 to 768, 769 to 772, 773 to 776, 777 to 780, 781 to 784, 785 to 788, 789 to 792, 793 to 796, 797 to 800, 801 to 804, 805 to 808, 809 to 812, 813 to 816, 817 to 820, 821 to 824, 825 to 828, 829 to 832, 833 to 836, 837 to 840, 841 to 844, 845 to 848, 849 to 852, 853 to 856, 857 to 860, 861 to 864, 865 to 868, 869 to 872, 873 to 876, 877 to 880, 881 to 884, 885 to 888, 889 to 892, 893 to 896, 897 to 900, 901 to 904, 905 to 908, 909 to 912, 913 to 916, 917 to 920, 921 to 924, 925 to 928, 929 to 932, 933 to 936, 937 to 940, 941 to 944, 945 to 948, 949 to 952, 953 to 956, 957 to 960, 961 to 964, 965 to 968, 969 to 972, 973 to 976, 977 to 980, 981 to 984, 985 to 988, 989 to 992, 993 to 996, 997 to 1000.

Shipping.

ARRIVALS.

April 17, MASSALIA, German steamer, 1,263, H. Schultz, Saigon 13th April, Rice.—Siemssen & Co.
April 17, PEKING, British steamer, 954, Drewes, Chinkiang 13th April, Rice.—Siemssen & Co.
April 18, SALTIER, French steamer, 350, Biard, Haiphong 15th April, General.—Along & Co.
April 18, CHINKIANG, British steamer, 799, S. M. Orr, Canton 17th April, General.—Siemssen & Co.
April 18, CHARITE, French bark, 290, Leroy, Canton 17th April, General.—Carlowitz & Co.
April 18, GLENROY, British 3-m. schooner, 283, W. Thomson, Bangkok 1st March, Rice.—Captain.
April 18, THALES, British steamer, 820, T. G. Pocock, Foochow 14th April, Amoy 15th, and swatow 17th, General.—D. Laprak & Co.
April 18, VORWARTS, German steamer, 611, Evers, Swatow 17th April, General.—Wieler & Co.
April 18, MEI-FU, Chinese steamer, 1,284, R. Petersen, Canton 17th April, General.—C. M. S. N. Co.
CLEARANCES AT THE HARBOUR OFFICE.
China, German steamer, for swatow.
Lorne, British steamer, for Amoy.
Catherine II., Russian steamer, for swatow.
DEPARTURES.
April 17, STRATHAIRLY, British steamer, for San Francisco.
April 17, PEKING, British steamer, for Canton.
April 18, GREYHOUND, British str., for Hoihow.
April 18, WELLS, German steamer, for Hoihow.
April 18, HENRY, German ship, for Manila.
April 18, LORNE, British steamer, for Amoy.
April 18, CATHERINA II., Russian str., for swatow and Amoy.
PASSENGERS-ARRIVED.
Per Saitier, str., from Haiphong.—11 Chinese.
Per Massalia, str., from Saigon.—12 Chinese.
Per Thales, str., from Foochow, &c.—Mr. Merritt and 251 Chinese.
Per Vorwarts, str., from swatow.—23 Chinese.
DEPARTED.
Per Strathairly, str., for San Francisco.—861 Chinese.
Per Greyhound, str., for Hoihow.—80 Chinese.
Per Wells, str., for Hoihow.—50 Chinese.
Per Saitier, str., for Nagasaki and Yokohama.—Rev. Mr. W. and Mrs. Jennings, child, and native servant, Mrs. Willes, European and native servants, Mrs. Smith, Mrs. Mackie, signors M. Montella and A. M. del Villar, Messrs. W. Bullard and Connor, from Hongkong. From Singapore.—Mr. J. Stuart Kennedy, from Galie.—Rev. and Mrs. J. Cook, from Suet.—Mr. D. M. Bennett, from Brindisi.—Mr. and Mrs. Townley and child, from Venice.—Rev. F. P. Clark, Messrs. H. Grant and J. Jacquet.
Per Kien, str., for Bombay, &c.—From Hongkong for Singapore.—Captain C. W. Hare and native servant, For Venice.—Lieut. General E. W. Donovan and Mrs. Donovan, and Mr. J. B. McCulloch, for London.—Mr. and Mrs. H. Jack, Mr. and Mrs. D. R. Crawford and 2 children, Mrs. May and 2 children, Miss Foster, Master Stewart and child, Messrs. E. Darieff and Nordette, from Shanghai for Singapore.—Mr. J. J. Watson and Chinese servant, for Venice.—Mr. and Mrs. F. W. White, 2 children, and European nurse, Miss E. Adorff, and Captain A. E. Knights.
REPORTS.
The German steamer Massalia reports left Saigon on the 13th instant. Had strong monsoon throughout.
The British steamer Peking reports left Chinkiang on the 13th instant; passed Woosong on the 14th at 1 p.m., and arrived in Hongkong on the 17th at 5 p.m. Had fine weather and moderate S.E. wind all the passage.
The British steamer Thales reports left Foochow on the 14th instant. Had strong N.E. winds and high sea with fine weather. Left Amoy on the 15th. Had fresh N.E. winds and cloudy weather. Left swatow on the 17th. Had moderate winds and fine weather. In Amoy the steamships Patras and Glenorchy. In swatow the steamships Piccola, Chiefo, Hardwick, Foochow, Phanix, Atholl, and a Russian gunboat.

SINGAPORE SHIPPING.

ARRIVALS.
4, Victor, American bark, from Penang.
4, Martaban, British str., from Bangkok.
4, Vidar, British steamer, from Cheribon.
4, D. of Edinburgh, Russian, from Colombo.
4, Cecolong, British steamer, from Hongkong.
4, submaw, Dutch steamer, from Cheribon.
4, Rainbow, British steamer, from Malacca.
4, suryongse, German str., from Bangkok.
4, Pontianak, British str., from Pontianak.
4, Ophir, Dutch steamer, from Deli.
4, Lusitania, German steamer, from Cardiff.
4, Goan Goan, British sch., from Samarang.
4, Asia, Russian cruiser, from Hongkong.
4, Valk, Dutch gunboat, from Olek-lah.
DEPARTURES.
4, Rainbow, British steamer, for Malacca.
4, Cecolong, British steamer, for Penang.
4, Nonnamby, British steamer, for Batavia.
4, J. Henrich, German str., for Hongkong.
4, Hail Columbia, British sch., for Cootie.
4, Martaban, British steamer, for Bangkok.
4, Phuoc Kien, French steamer, for Saigon.
4, Glenavon, British steamer, for Hongkong.
4, sea Rippel, British sch., for Mauritius.
4, Sionfels, British steamer, for Bassin.
4, Vidar, British steamer, for Samarang.
4, P. Caterina, Italian bark, for Elephant Pt.
4, Manarajah, British steamer, for Penang.
4, Quattro, Italian bark, for London.
4, submaw, Dutch steamer, for Macassar.
4, Bromo, Dutch steamer, for Batavia.
4, Ophir, Dutch steamer, for Deli.
4, Chilka, British steamer, for Rangoon.
4, suryongse, German str., for Bangkok.
4, Colombo, British bark, for Banda.
4, Cleator, British steamer, for Banda.
4, Borneo, British steamer, for Labuan.

VESSLS EXPECTED AT HONGKONG.

(Corrected to Date).
Flintshire (s.), London Jan. 27
Antenne (s.), London Jan. 31
Helled Will (s.), London Jan. 31
Tanjore (s.), Cardiff Feb. 1
Ice King (s.), New York Feb. 15
Loud Castle (s.), London Feb. 15
Jason (s.), London Feb. 28
Orion (s.), Trieste Feb. 28
Douglas (s.), Aberdeen Mar. 6

HONGKONG TEMPERATURE.

(From Messrs. FALCONER & Co.'s Register).
THIS DAY.
Barometer—83.0
Thermometer—82.1
Direction of Wind—N. N. E.
Force of Wind—1
Dry Thermometer—81.0
Wet Thermometer—71.5
Weather—b. c.
Hours of Rain—0
Quantity fallen—0

SHIPPING IN HONGKONG.

STEAMERS.

April 6, BOTHWELL CASTLE, British str., 1,653, W. S. Thomson, San Francisco 7th March, Flour, &c.—Adamson, Bell & Co.
April 5, CANOPUS, British steamer, 1,818, R. H. Joy, Higo 29th March, Ballast and General.—Russell & Co.
April 4, CARNARVONSHIRE, British str., 1,530, W. Patrick, Saigon 11th April, Rice.—Adamson, Bell & Co.
Nov. 29, CENT, American steamer, 373, Parker, Captain.
April 17, CHINA, German steamer, 648, H. schoer, Swatow 16th April, General.—Kwok Achong & Sons.
Sept. 28, CONQUEST, British steamer, 316, J. Jardine, Matheson & Co.
April 15, CHIRRUCA, Spanish steamer, 375, Raymundo de Albaroa, Manila 12th April, General.—Kenedios & Co.
April 13, EUPHATES, British steamer, 1,299, J. Mitchell, Saigon 8th April, Rice.—Russell & Co.
Fame, British steamer, 117, Stopani (tug plying) Hongkong and Whampoa Dock Co.
April 14, HONGKONG, British steamer, 67, swatow 12th April, Ballast.—Kwok Achong & Sons.
Dec. 19, JOLOANO, Spanish steamer, 654, Marquez—R. Mourente—(Cosmopolitan Dock).
April 16, KHIVA, British steamer, 1,419, George Scriver, Shanghai 13th April, Mails and General.—P. & O. S. N. Co.
July 7, LI-TAI, Annamite steamer, 1,000, Li Ton Tack.—Captain.
April 15, LUKO, British steamer, 620, Lewis, Bangkok 8th April, General.—Arnold, Karberg & Co.
Jan. 14, NAMOA, British steamer, 862, Westoby, D. Laprak & Co.
April 16, PALADIN, British steamer, 895, F. P. Aubin, Saigon 10th April, Rice.—Lung Kee.
Nov. 24, SEA GULL, American steamer, 48, Hayden—China Traders' Insurance Co.
July 7, SHUN TIP, Annamite steamer, 93, Yuen Man Fu.—Captain.
March 28, SUZ, British steamer, 1,390, W. M. Dodd, San Francisco 26th February, General.—Russell & Co.
April 17, TRUCKER, British steamer, 1,320, Power, Liverpool 16th Feb., and Singapore 10th April, General.—Butterfield & Swire.
April 3, VOLMER, Danish steamer, 978, Heintzelmann, Saigon 28th March, Rice.—Geo. R. Stevens & Co.
April 14, YUTONG, British steamer, 286, H. Kennet, Swatow 12th April, Ballast.—Kwok Achong & Sons.
SAILING VESSELS.
March 30, AGATE, American bark, 626, Brown, Macassar 13th February, Rattan.—Rozario & Co.
March 27, BERTHA, German bark, 443, Henne, Taiwanfo 24th March, sugar.—Carlowitz & Co.
March 31, BRAMBLEY, British ship, 1,497, Pickard, Cardiff 4th November, Coal.—Russell & Co.
April 14, CARNARVONSHIRE, Brit. 3-m. sch., 388, G. Williams, Freemantle 23rd February, sandalwood.—Jardine, Matheson & Co.
April 17, CENTURION, British bark, 965, Thos. Taylor, Sydney 29th February, Coal.—Adamson, Bell & Co.
March 9, CHARTER OAK, American ship, 964, L. Gilkey, Higo 26th February, Ballast.—Ah Yon—(Cosmopolitan Dock).
March 29, CHARLES STEWARD, American bark, 630, H. R. Powers, Manila 17th March, Ballast.—Master.
Feb. 23, CHATTANOOGA, American bark, 527, Howes, Newcastle 21st December, Coal.—D. Laprak & Co.
April 9, CHRISTIAN, German schooner, 250, C. Kossow, Singapore 12th March, Timber.—Wieler & Co.
April 15, CHRISTEL, German bark, 879, Julius Brunnings, Cardiff 7th November, Coal.—Captain.
April 3, ELISE, German ship, 894, J. Winters, Hamburg 18th October, General.—Carlowitz & Co.
Feb. 19, ENDYMION, British bark, 759, T. Richardson, London 25th September, General.—Arnold, Karberg & Co.
April 7, F. C. SIEMEN, German bark, 641, C. N. Dahl, Carimatta 14th March, General.—Captain.
Jan. 23, FRITZ, German ship, 1,420, F. F. Lancken, Cardiff 9th August, Coals.—Melchers & Co.
April 6, GEFINE BRONS, German bark, 400, F. von Truen, Swatow 6th March, Timber.—Wieler & Co.
Jan. 16, H. W. DUDLEY, American bark, 1,128, W. Dudley.—Rozario & Co.
March 23, JONATHAN BOURNE, American bark, 1,472, A. D. Dore, Yokohama 11th March, Ballast.—D. H. Ward.
Feb. 26, J. A. BARLAND, American bark, 676, J. H. Kent, Newcastle 29th December, Coal.—Arnold, Karberg & Co.
April 15, KATE DAVENPORT, American ship, 1,265, J. M. Mallet, Melbourne 11th Feb., Ballast.—Rozario & Co.
April 8, MANHEM, Swedish 3-m. sch., 463, A. P. Jensen, Bangkok 9th February, General.—Siemssen & Co.
April 2, MARTHA, British bark, 853, McPherson, Swatow 30th March, Ballast.—Rozario & Co.
Feb. 2, NELLIE M. SLADE, American barkentine, 681, D. Gould, Newcastle 7th December, Coal.—Arnold, Karberg & Co.
April 4, ROCK TERRACE, British ship, 1,763, J. S. Hutchinson, Newport, Mon., 5th Dec., Coal.—P. & O. S. N. Co.
Feb. 2, R. T. CLAYTON, American bark, 240, Thomas Davies, Lagunamon 23rd Dec., and Santa Cruz 24th January, Lumber.—Order.—C. M. S. N. Co.
Jan. 26, SUMATRA, American ship, 1,072, C. Lock, Port Townsend 1st December, Timber.—Russell & Co.
March 7, TARTAR, German bark, 256, T. Benje, Macassar 30th January, Rattans.—Melchers & Co.
April 5, THREE BROTHERS, British bark, 366, H. Kahleke, Quinhon 24th March, salt.—Eo Tye Hong.

RIVER STEAMERS.

Ichang, British steamer, 700, Ogston.—Butterfield & Swire.
Kiu-kiang, British steamer, 617, T. Benning.—Hongkong, Canton, & Macao Steam-boat Co.
Kiang-ping, Chinese steamer, 360, Holmes.—C. M. S. N. Co.
Klung-chow, British steamer, 159, Goggin.—Kwok Achong & Sons.
Peven, British steamer, 290, A. Benning.—Hongkong, Canton, & Macao Steam-boat Co.
Spark, British steamer, 140, Hoyland.—Hongkong, Canton, & Macao Steam-boat Co.
White Cloud, British steamer, 280, Cary.—Hongkong, Canton, & Macao Steam-boat Co.
Yot-sai, British steamer, 180, McDougall.—Kwok Achong & Sons.

CANTON.

April 16, AMOY, British steamer, 814, C. Herrmann, Shanghai 12th April, General.—Siemssen & Co.
In Port

